

BookletChart™

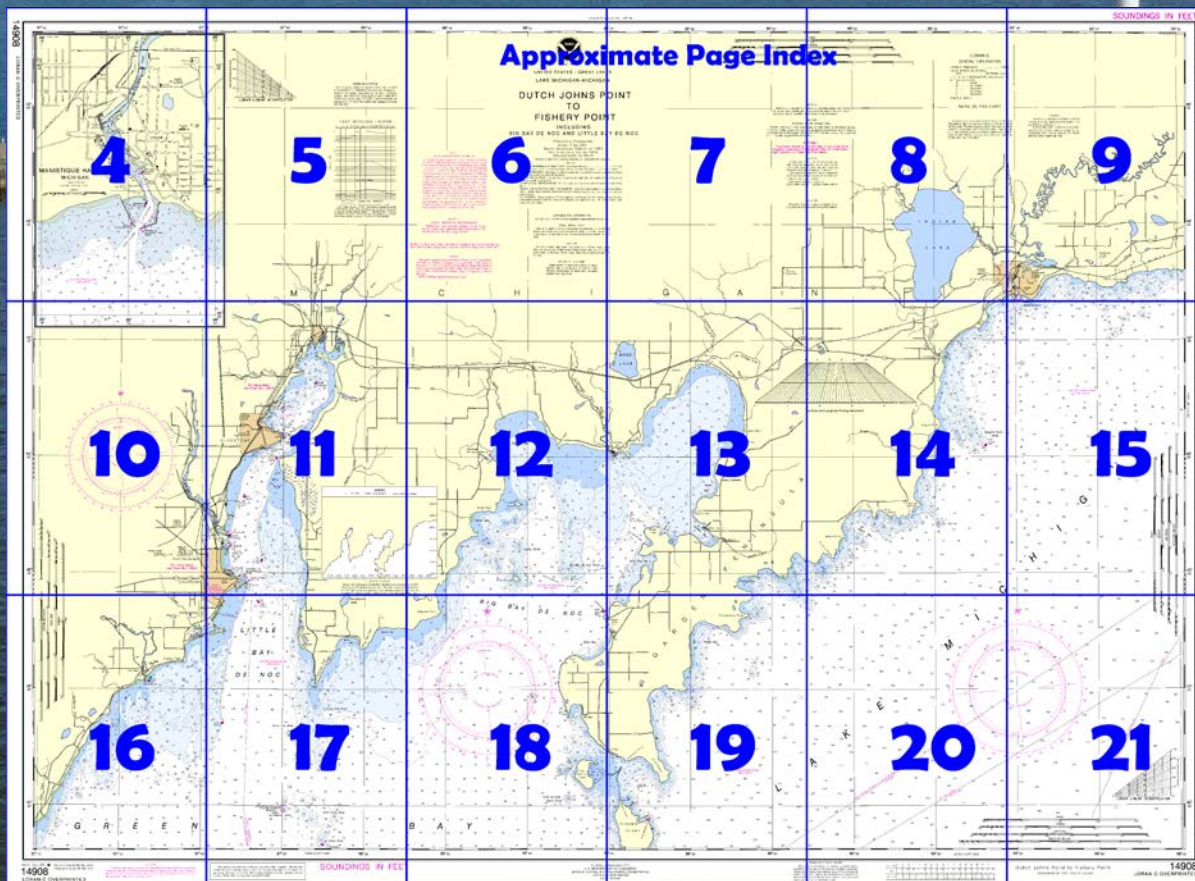
Dutch Johns Point to Fishery Point NOAA Chart 14908



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14908>.



(Selected Excerpts from Coast Pilot)

Green Bay is 118 miles long northeast and southwest, from the head of Big Bay de Noc to the mouth of Fox River, and has a maximum width of 23 miles. The bay is separated from Lake Michigan by two mainland peninsulas; **Garden Peninsula**, the north one, is 20 miles long, and **Door Peninsula**, the south one, is 70 miles long. The entrance to Green Bay between the peninsulas is about 28 miles wide, but is so congested with islands and shoals that the

passages between them have acquired the reputation of being dangerous. The main entrances are through Porte des Morts Passage, Rock Island Passage, St. Martin Island Passage, and Poverty Island Passage.

Summer Island and **Little Summer Island**, the northernmost islands in the mouth of Green Bay, are 2 miles S and 3 miles W, respectively, of **Point Detour**, the S tip of Garden Peninsula which encloses the north end of Green Bay. The islands are connected by a sandy and stony flat which also reaches northeast to the mainland. There are numerous rocks awash in this area. Depths over the flat are 1 to 3 feet between the islands and 5 feet between the islands and the mainland except for a narrow 6-foot channel that closely follows the shore. This channel is obstructed by a 1-foot spot marked on the northwest side by a buoy. Shoals extend 1 mile west from Little Summer Island. **Rocky Island** and several small bare spots are on this bank. **Little Summer Island Shoal**, with a least depth of 6 feet, is 1 mile southwest of Little Summer Island. A shoal bank with depths of 10 to 19 feet connects the south end of Summer Island to Poverty Island. The deeper water is close to Poverty Island. Summer Island is marked on the northeast side by a light. The shore is low and wooded from Cedar River north-northeast for 21 miles to Ford River. The shoal border in this stretch is irregular, and there are numerous submerged rocks. A 4-foot spot is 0.6 mile northeast of **Deadmans Point**, 2 miles north of Cedar River. Just south of **Deer Creek**, 5.8 miles north of Cedar River, a shoal with two rocks covered about 1 foot near its outer end extends 0.7 mile from shore. A rock awash is 0.7 mile offshore 10 miles north of Cedar River.

Time.—Areas generally south and west of Deer Creek observe central standard time or central daylight saving time. Michigan communities north of Deer Creek observe eastern standard time or eastern daylight saving time.

Little Bay de Noc is the west arm of the north end of Green Bay. The bay is entered between **Fishery Point** on the west and Peninsula Point on the east. Very shallow ledges extend off both sides of the bay, but the natural channel up the middle of the bay has good deep water and permits the passage of the deeper draft vessels on the lakes.

Ford River, MI, is a small fishing village at the mouth of **Ford River** on the west side of the entrance to Little Bay de Noc.

From a point on shore about 4 miles southwest of Ford River, a shoal bank extends about 6.5 miles E and thence north for about 7 miles to Sand Point at the city of Escanaba. The bank, forming the W limit of the deepwater channel into the bay, is marked on the southeast side by a lighted buoy. Depths on the bank are 1 to 20 feet, but at the edge increase quickly to 50 feet and more in the channel.

A 24-foot spot, marked on the west side by a lighted buoy, is on the east side of the vessel route into the bay, 1.1 miles southeast of Sand Point.

Escanaba, MI, is on the west side of Little Bay de Noc, 6 miles northeast of Ford River and 7 miles northwest of Peninsula Point. A lighted red brick cylindrical building in the city is prominent. **Sand Point**, marked by a private light, extends E from shore at the city. The harbor has depths of 28 to 40 feet within 0.4 mile of shore and affords access for the largest vessels on the lakes. **Escanaba River** flows into the harbor 2.5 miles northwest of Sand Point.

Escanaba Light (45°44'48"N., 87°02'13"W.), 45 feet above the water, is shown from a white square tower with a green stripe on a crib on the northeast side of the shoal north of Sand Point. A sound signal at the light is operated by keying the microphone five times on VHF-FM channel 79.

Local magnetic disturbance.—Differences from normal variation of up to 17° have been observed in the vicinity of Escanaba.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Cleveland

Commander
9th CG District
Cleveland, OH

(216) 902-6117

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

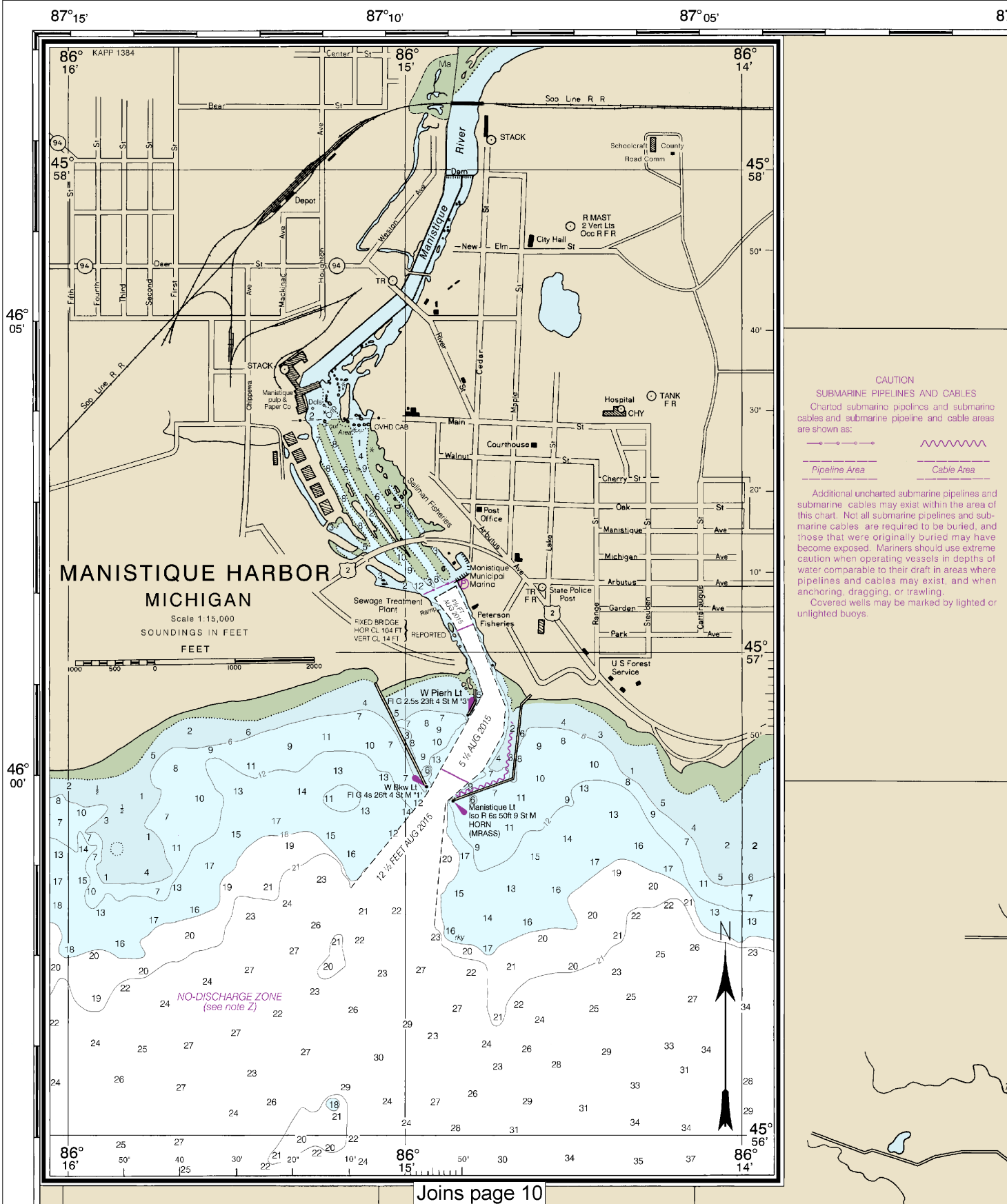
Lateral System As Seen Entering From Seaward

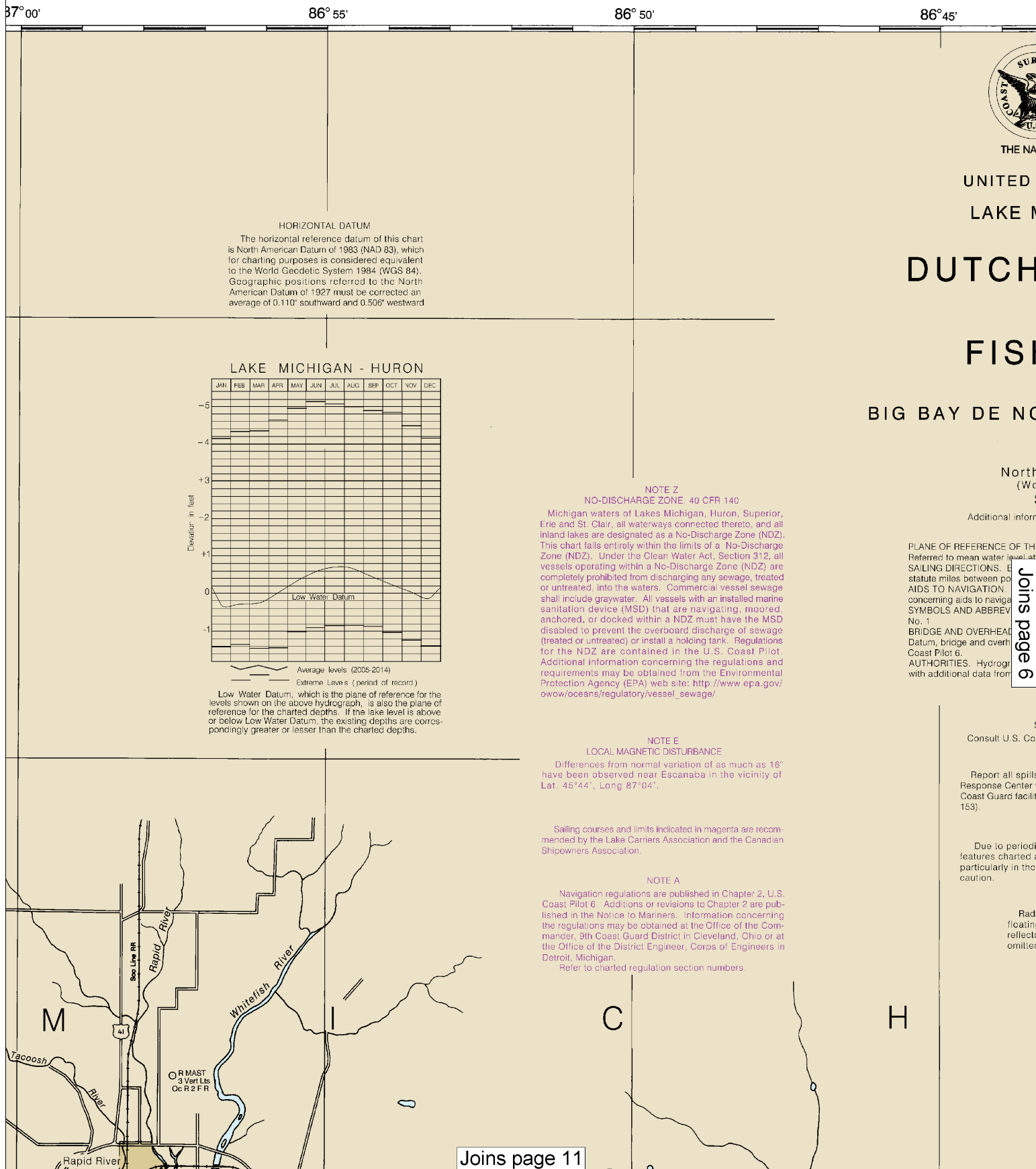
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>





This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:106666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

86° 55'

86° 50'

86° 45'

8



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GREAT LAKES
LAKE MICHIGAN-MICHIGAN

DUTCH JOHNS POINT TO FISHERY POINT

INCLUDING
BIG BAY DE NOC AND LITTLE BAY

Polyconic Projection
Scale 1:80,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET

Additional information can be obtained at nauticalcharts.noaa.gov

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum)
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum of 1985.
SAILING DIRECTIONS. Bearings of sailing courses are true and distances given in statute miles between points of departure.
AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplement concerning aids to navigation.
SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations, consult U.S. Coast Pilot 6.
BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is at datum, bridge and overhead clearances are reduced correspondingly. For clearances at other than datum, consult U.S. Coast Pilot 6.
AUTHORITIES. Hydrography and topography by the National Ocean Service, with additional data from the Corps of Engineers, Geological Survey, and U.S. Army Corps of Engineers.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest Coast Guard facility if telephone communication is impossible (334-153).

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged particularly in the near shore areas. Mariners should proceed with caution.

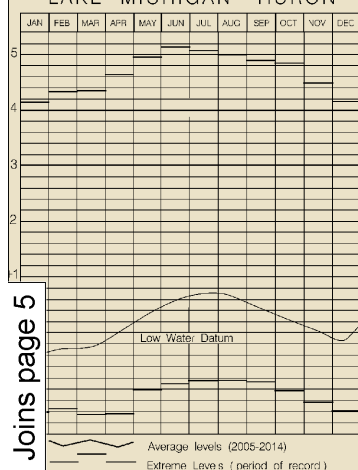
RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.110" southward and 0.506" westward.

LAKE MICHIGAN - HURON



Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

NOTE Z

NO-DISCHARGE ZONE 40 CFR 140

Michigan waters of Lakes Michigan, Huron, Superior, Erie and St. Clair, all waterways connected thereto, and all inland lakes are designated as a No-Discharge Zone (NDZ). This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/

NOTE E

LOCAL MAGNETIC DISTURBANCE

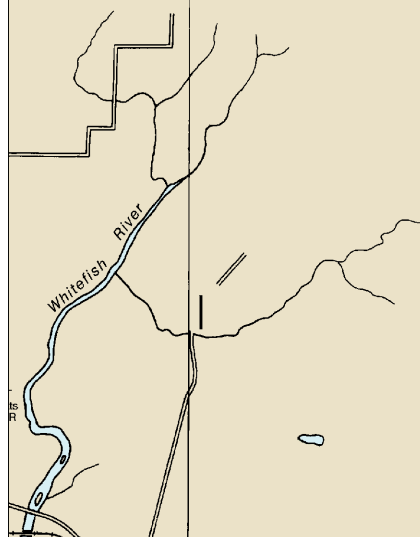
Differences from normal variation of as much as 16° have been observed near Escanaba in the vicinity of Lat. 46°44', Long 87°04'.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

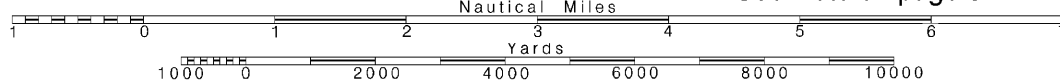


Joins page 12

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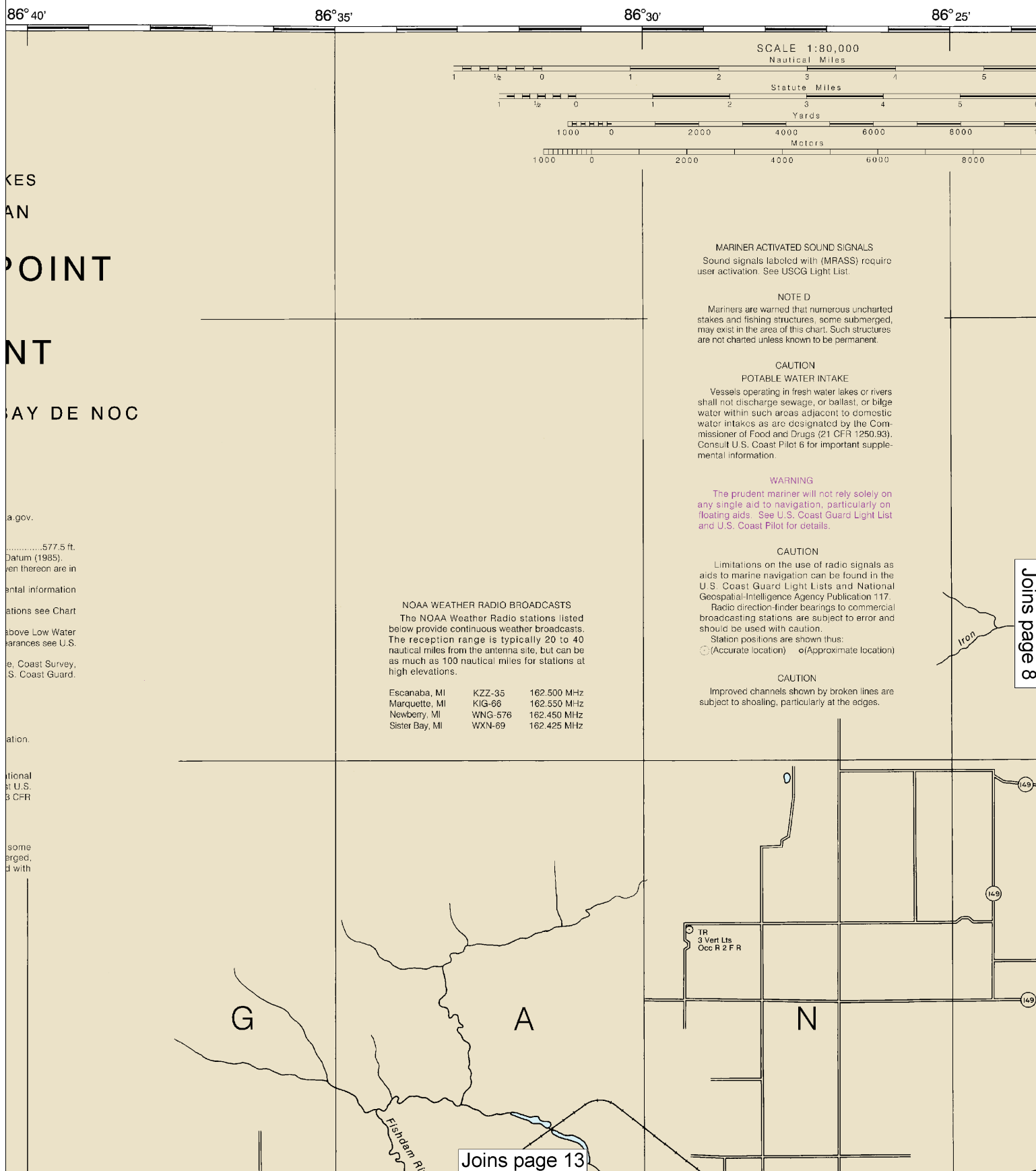
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Nautical Miles

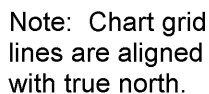
See Note on page 5.



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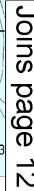
Note: Chart grid
lines are aligned
with true north.

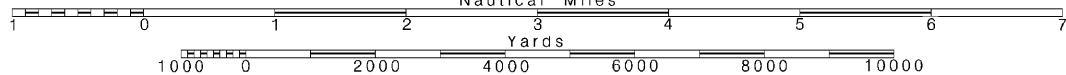


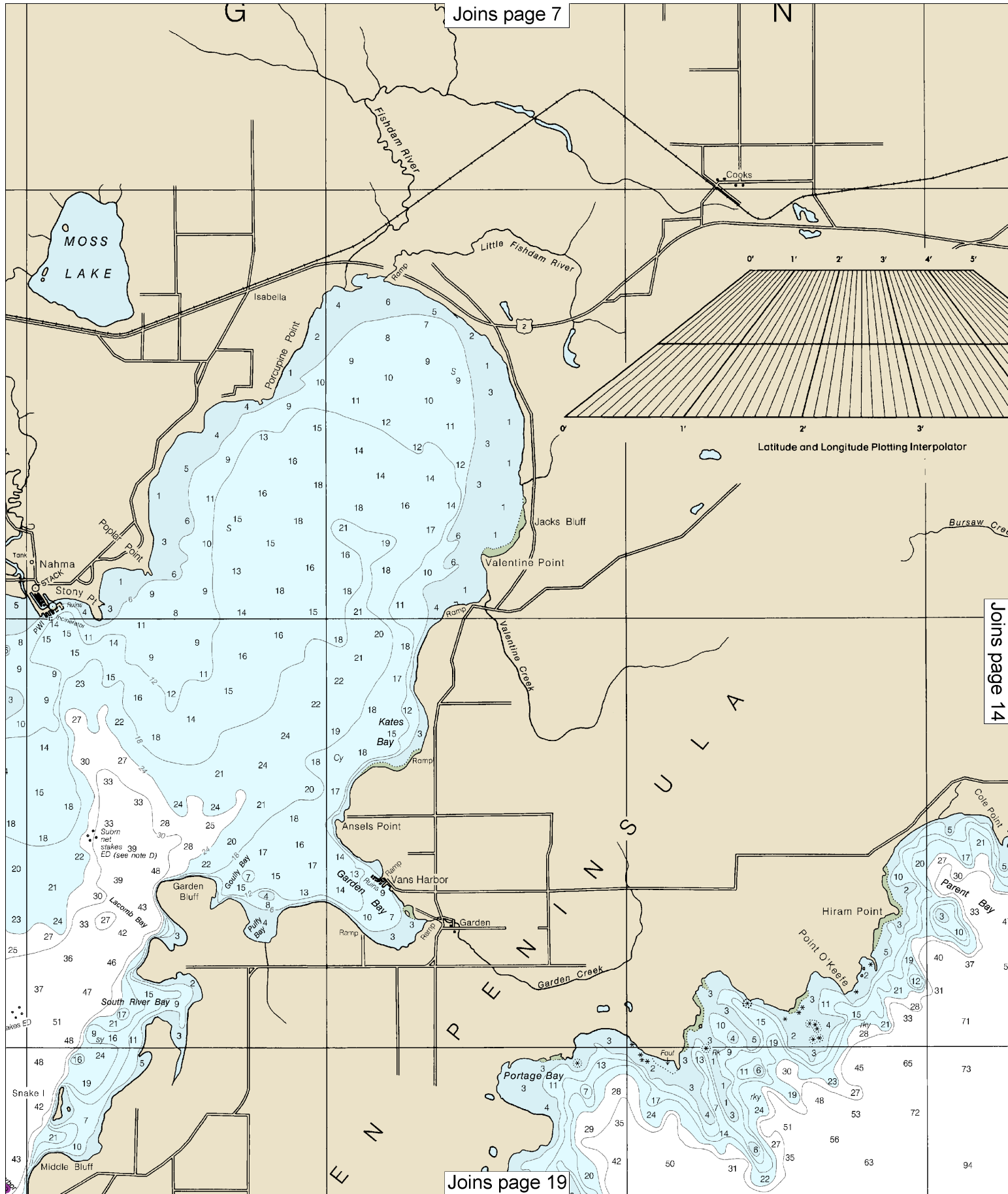


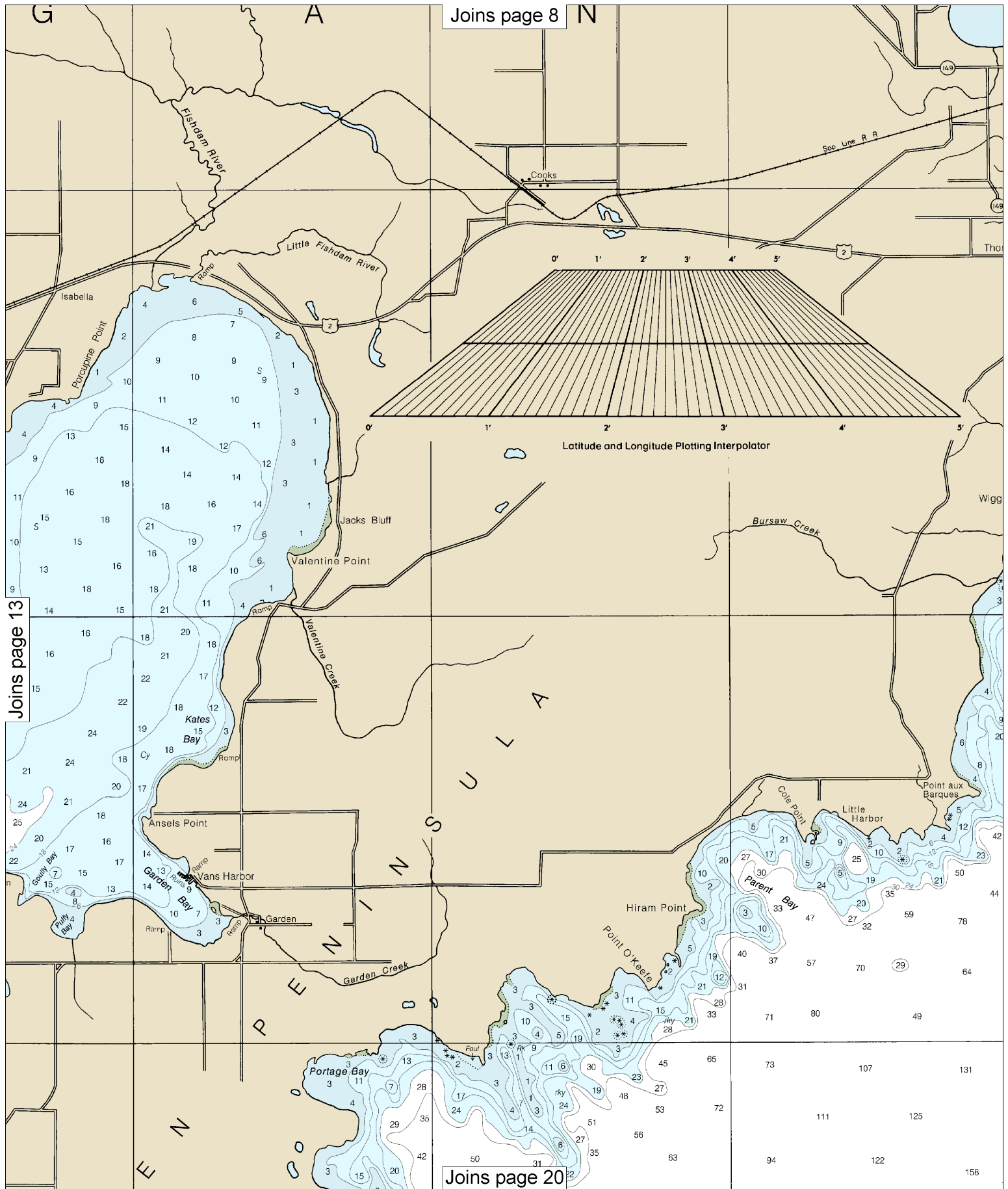
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Nautical Miles









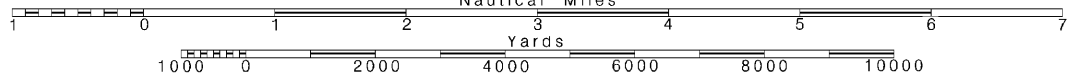


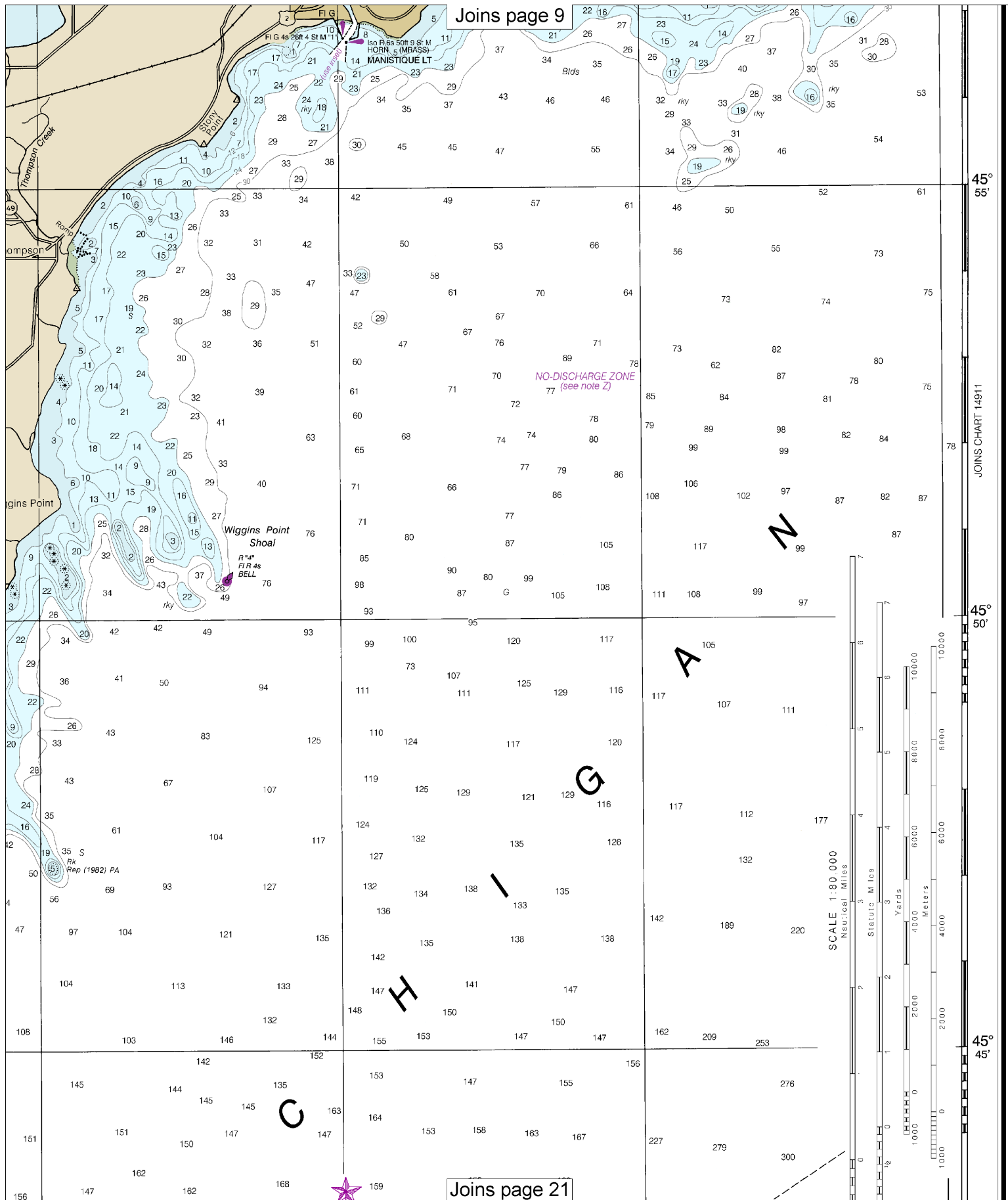
Note: Chart grid lines are aligned with true north.

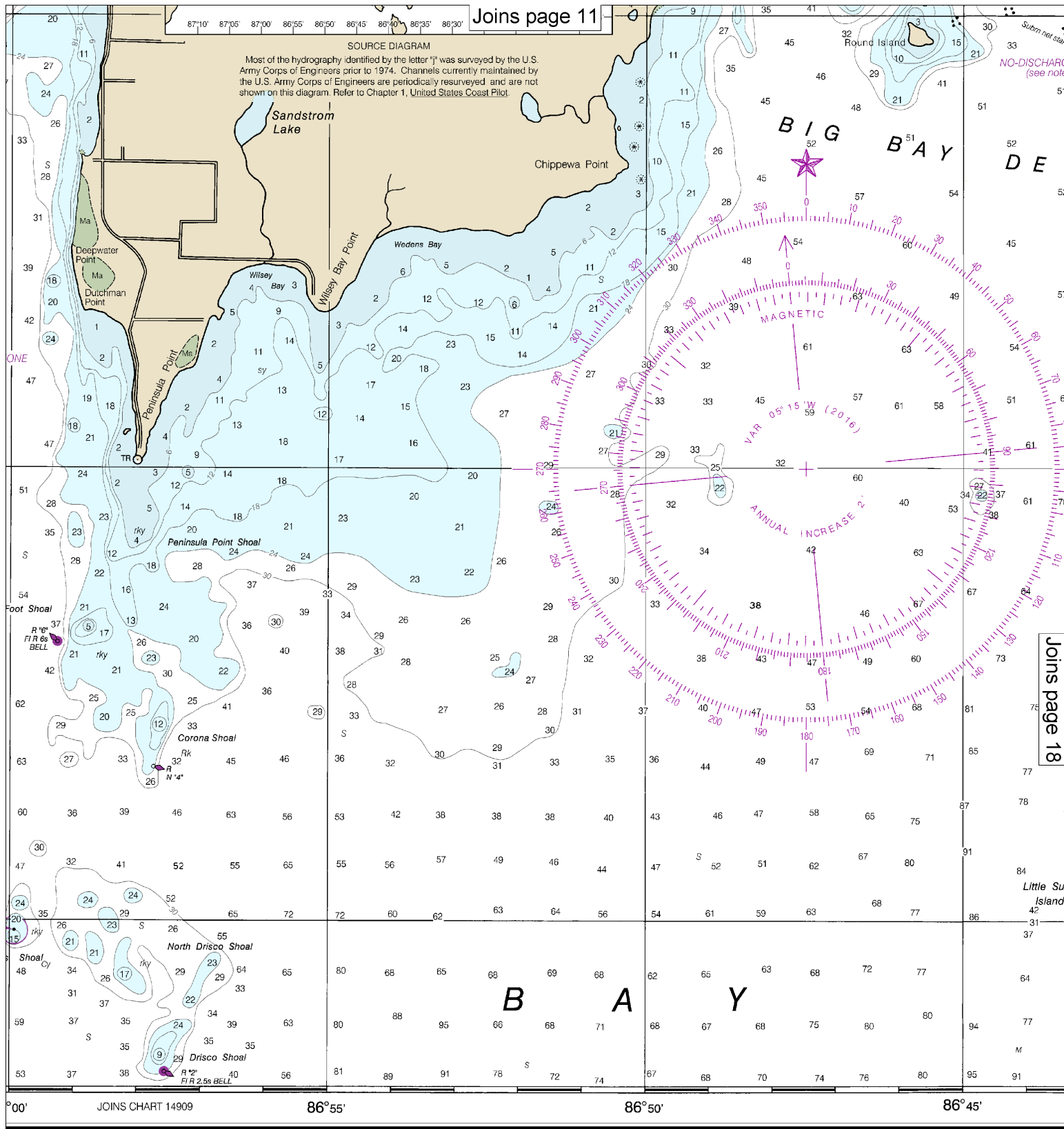
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SCALE 1:80,000
Nautical Miles

See Note on page 5.

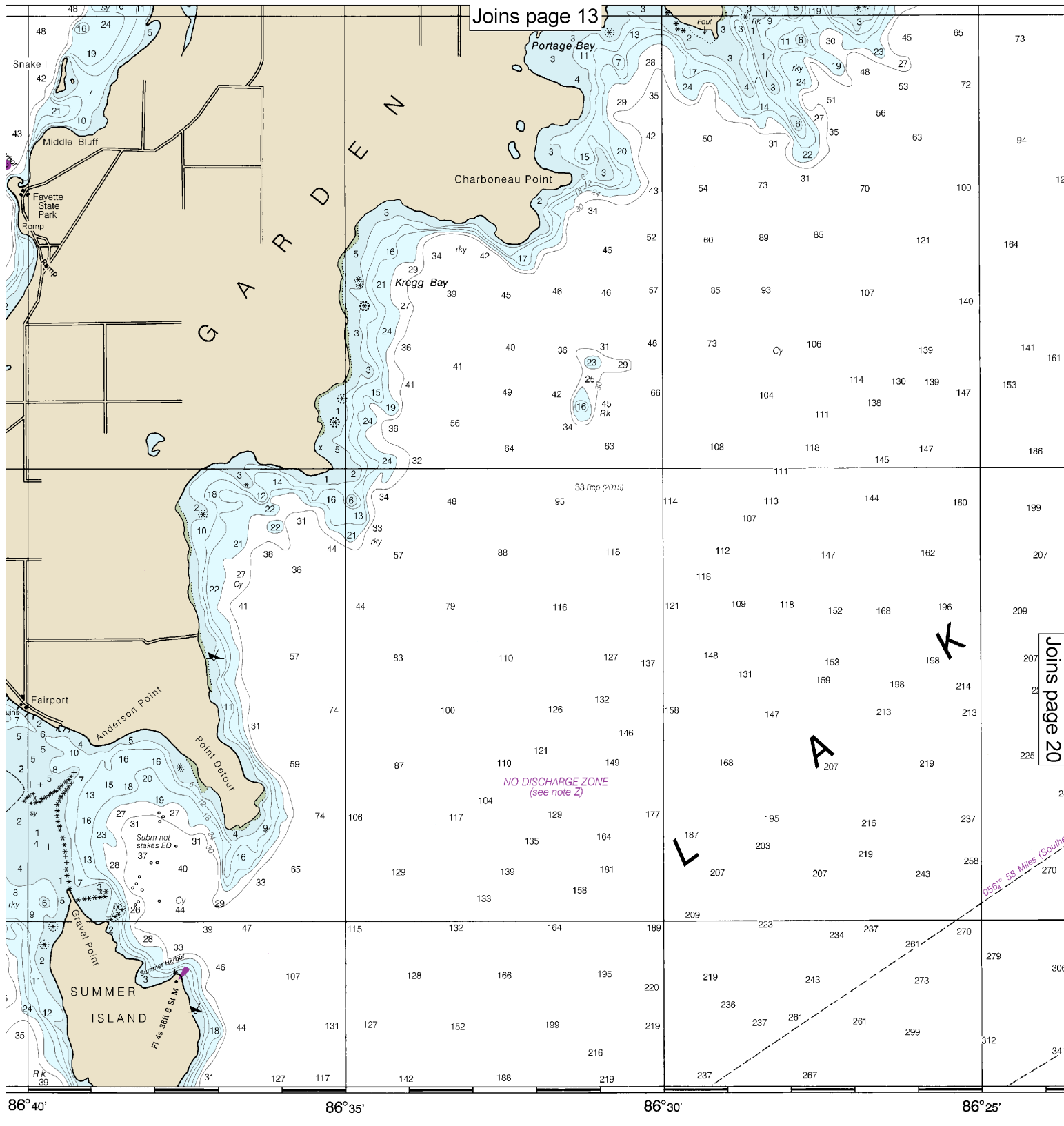




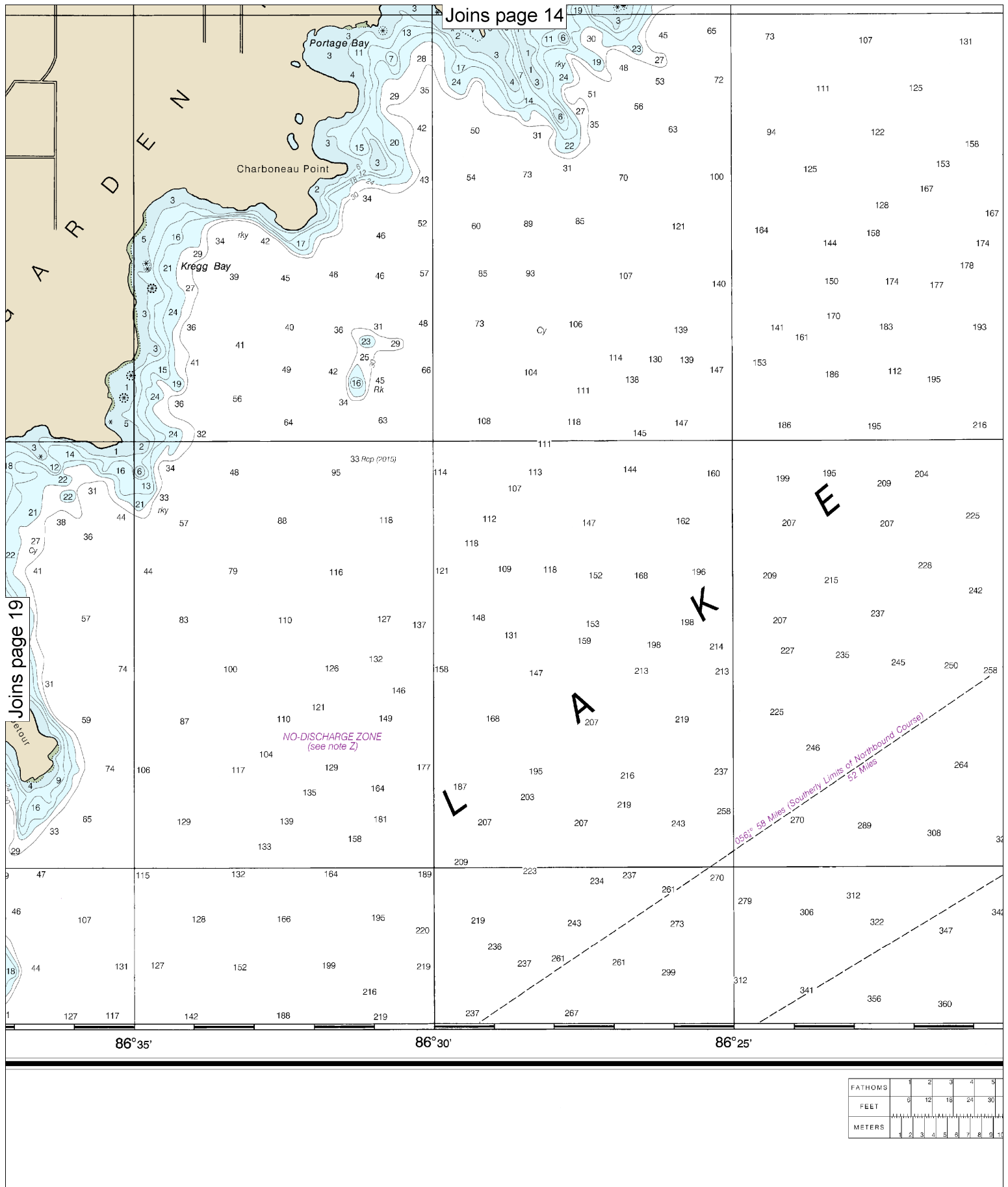


comments
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SOUNDINGS IN FEET



at Washington, D.C.
MENT OF COMMERCE
D ATMOSPHERIC ADMINISTRATION
AL OCEAN SERVICE
AST SURVEY



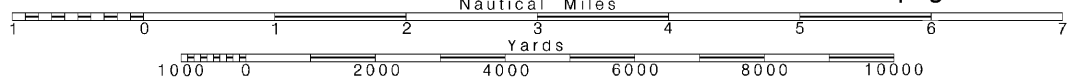
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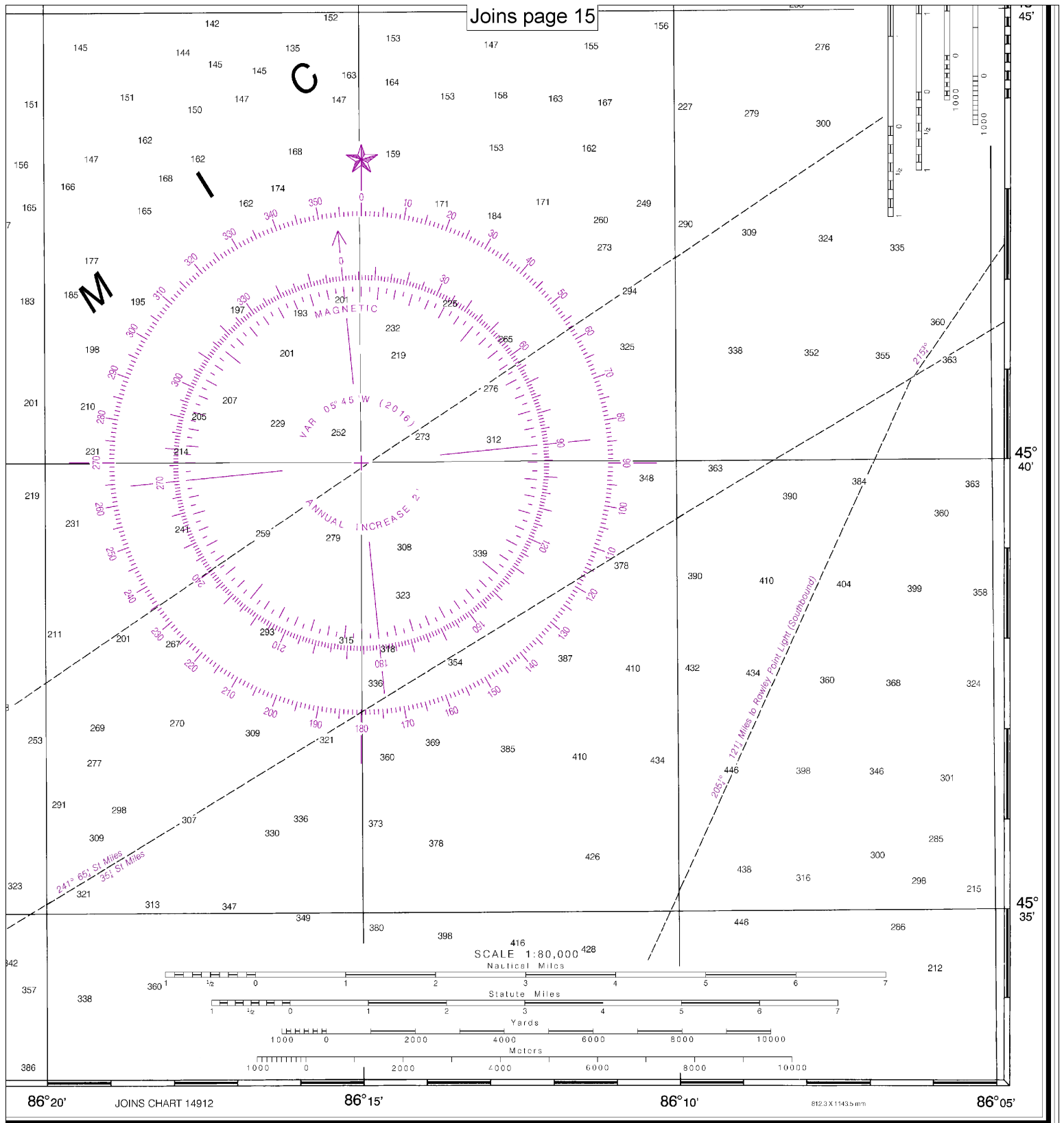
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





6	7	8	9	10	11	12	13	14	15	16	17
36	42	48	54	60	66	72	78	84	90	96	102
10	11	12	13	14	15	16	17	18	19	20	21
22	23	24	25	26	27	28	29	30	31		

Dutch Johns Point to Fishery Point
SOUNDINGS IN FEET - SCALE 1:80,000

14908



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.